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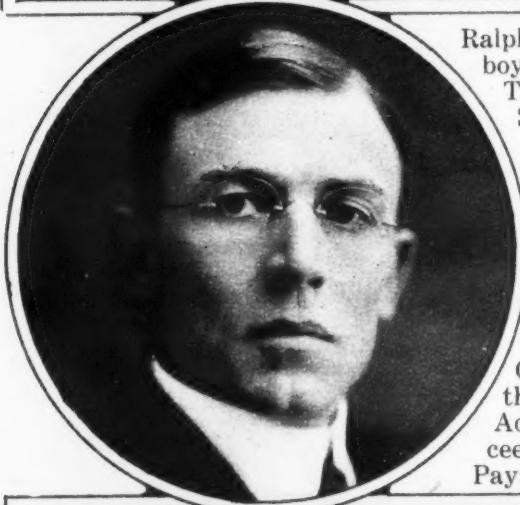
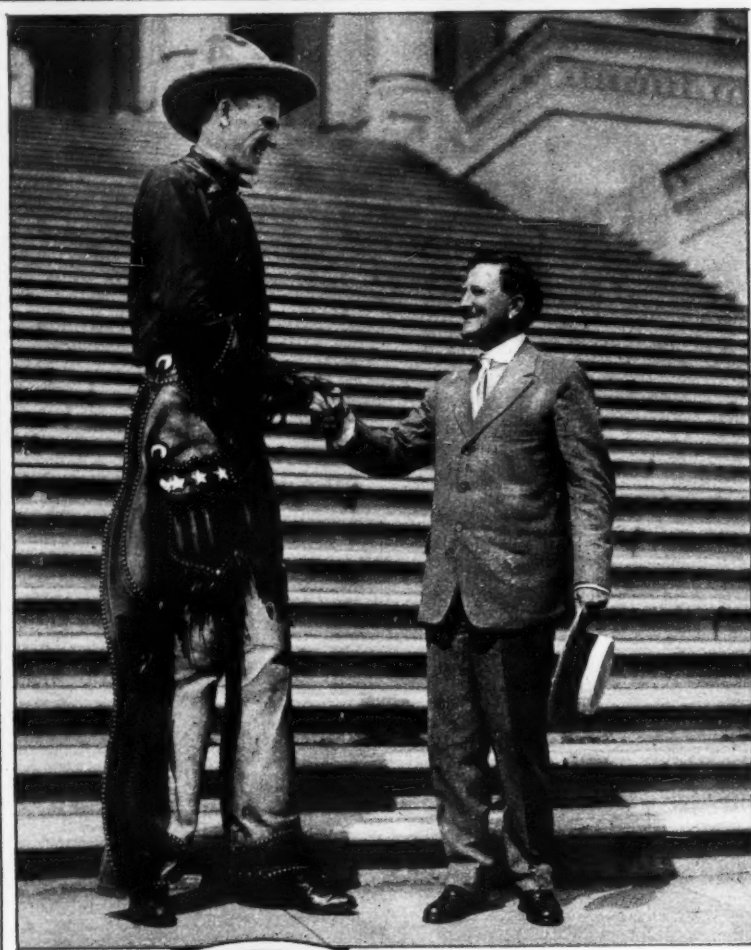
PRICE TEN CENTS



SOLEMN VIGIL BEFORE THE CENO-
TAPH DEDICATED TO FRANCE'S
FALLEN HEROES, PARIS, JULY 13, 1919.

(Drawing by Georges Scott in L'Illustration.)

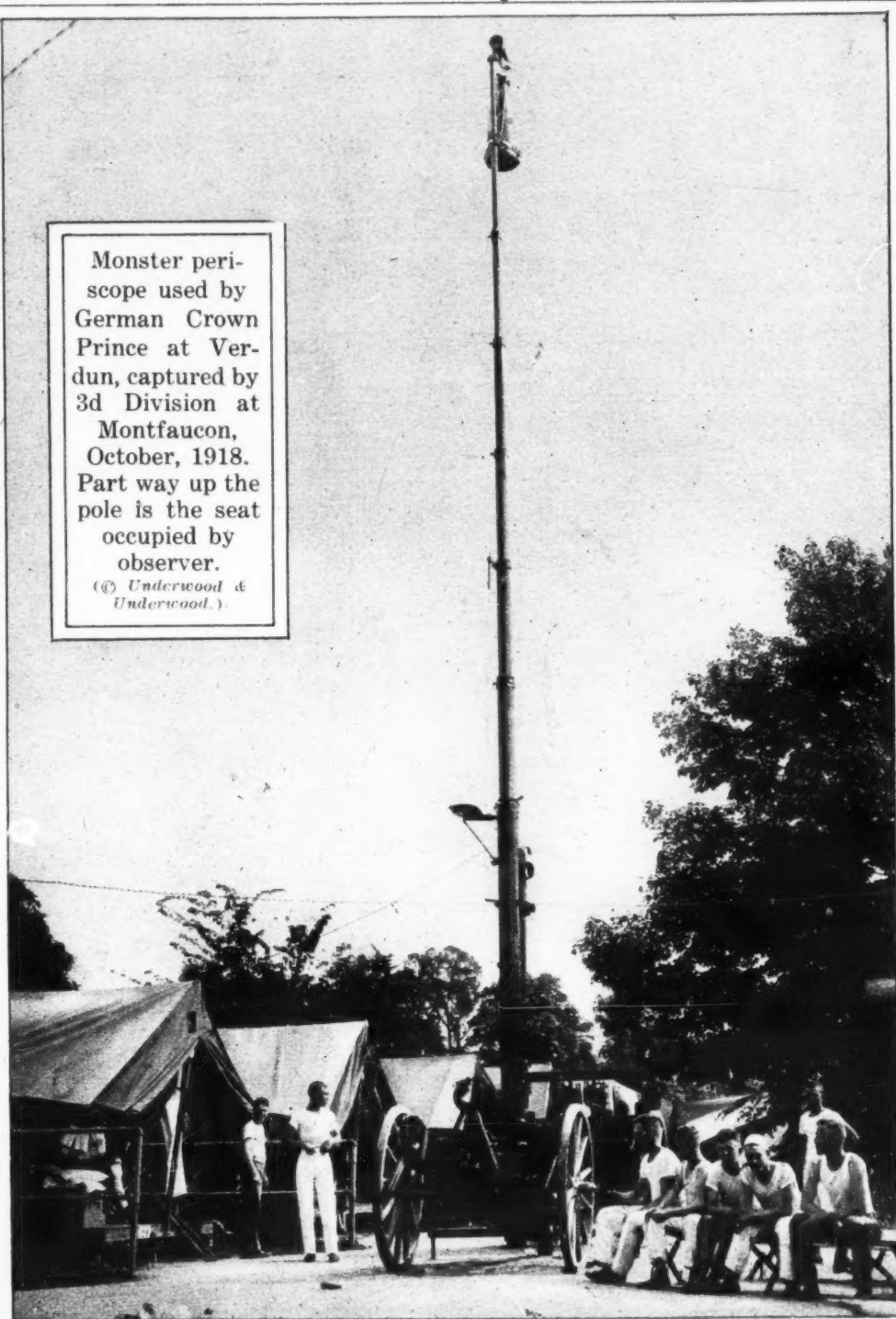
Flashlights



Ralph E. Madsen, a cowboy from Ranger, Texas, talking with Senator Sheppard of Texas. Madsen is 7 feet 6 inches tall.

(© Harris & Ewing.)

E. M. UNDERWOOD, recently appointed General Counsel for the U. S. Railroad Administration, succeeding John Barton Payne. (© Harris & Ewing.)



Monster periscope used by German Crown Prince at Verdun, captured by 3d Division at Montfaucon, October, 1918. Part way up the pole is the seat occupied by observer.

(© Underwood & Underwood.)



THE WHITE HOUSE AT WASHINGTON ILLUMINATED BY POWERFUL SEARCHLIGHTS OPERATED BY ARMY ENGINEERS. STATE, WAR AND NAVY BUILDINGS CAN BE SEEN IN THE BACKGROUND.

(© Harris & Ewing.)

What This Week's Pictures Tell

MEXICAN TROUBLES.

THE recent extortion of ransom by Mexican bandits for the delivery of the two army aviators who fell into their hands has brought again to the fore the question of possible military intervention by our Government, if the Carranza regime should prove unable to suppress such acts of outlawry. The United States is in a position to act immediately if the order should be given. Massed along the border or within twenty-four hours' rail journey of the border bases at San Antonio, El Paso and Columbus are eleven regiments of cavalry, seven of infantry, six of field artillery, two of engineers, one machine-gun battalion, fifteen airplane squadrons, nine balloon companies, one battalion of Signal Corps troops, seventeen pack trains, and sixteen motor transport companies, in addition to the needed quota of special and technical troops. Altogether, the force of regulars now available for immediate service on the Mexican border is said to be between 50,000 and 60,000 officers and men under command of Major Gen. Joseph T. Dickman. General Dickman is considered one of the ablest field commanders who served in France and is the officer who first commanded the American Army of Occupation in Germany.

NEW BRITISH SHIPS.

THE recent assemblage of Sir Roger Keyes's fleet at Southend, England, has enabled the British public to see some of the new types of ships built while the war was in progress. One of the developments of the war is what is known as the "Flying Squadron," consisting of four remarkable ships under the orders of Captain W. S. Nicholson. This officer's flagship is the *Furious*. This ship is officially described as a "light cruiser," but she displaces almost as much water as the battleship *Neptune*. She was designed as a fighting ship, with thin armor protection, a speed of thirty-two knots, and an armament of two 18-inch guns. Early in the Spring of 1917 the fleet urgently needed fast airplane carriers, and it was therefore decided to adapt the *Furious* to this purpose, eliminating the heavy guns. A large hangar was built on the forecastle deck, and above this construction, which can accommodate about ten airplanes, a flying-off platform, 160 feet long, was made. The removal of the after 18-inch gun turret enabled a flying-on deck, no less than 300 feet long, to be provided. Of all the ships in the fleet, the *Furious*, with her strange erections, is probably the most notable. Though she is 786 feet long, as compared with 409 feet in the case of the original *Dreadnought*, she draws only 21½ feet of water. The flying squadron includes three other seaplane-carrying ships—the *Argus*, *Vindex*, and *Vindictive*. The British Navy is the first to possess a squadron of this character to act as the eyes and ears of the heavy ships, performing, as there is reason to expect, scouting work more efficiently than it has ever been done by the fastest cruisers.

Remarkable progress was made during the war in the design and construction of under-water vessels. When hostilities opened, the submarine was a little vessel of slow speed, which usually crept about with a mother ship in attendance to render aid in case of accidents. The British fleet has now been provided with submarines which are submersible cruisers in all but name. The "K" boats would have filled Jules Verne with delight. They are 338 feet long, with a beam of 26½ feet, and have a surface speed of no less than twenty-four knots—in other words, they can travel more swiftly than the cruiser *Powerful*, which twenty years ago was the swift-

est vessel in the British fleet; while under water their electric motors drive them at nine knots. Each is armed with a 4-inch gun, besides a 3-inch anti-aircraft weapon, and possesses eight torpedo tubes. These submarines are of quite original design. Besides the steam turbine for going full speed on the surface and the electric drive for use when submerged, they are provided with a Diesel engine, which is employed just before diving or immediately after breaking the surface on rising after traveling under water, in order to shorten both these operations and enable the submarines to evade attack by more heavily armed surface craft.

HALL OF MIRRORS.

THE final scene in the great drama of the war was enacted in the magnificent Hall of Mirrors June 28, 1919. Versailles contains no more splendid chamber than this royal hall, whose 300 mirrors gleam from every wall, whose vaulted and frescoed ceiling looms dark and high, in whose vastness the footfalls of the passer re-echo over marble floors and die away reverberatingly.

In anticipation of the present ceremony carpets had been laid and the ornamental table, with its eighteenth century gilt and bronze decorations, had been placed in position on the dais where the plenipotentiaries were seated. Fronting the chair of M. Clemenceau was placed a small table, on which the diplomatic instruments were laid. It was to this table that each representative was called, in alphabetical order by countries, to sign his name to the treaty and affix to it his Governmental seal.

VISCOUNT GREY.

FEW statesmen in Europe have as high a reputation for honor, disinterestedness, and loftiness of purpose as that possessed by Viscount Grey, better known as Sir Edward Grey, who has just been appointed as British Ambassador to the United States.

Lord Grey was consenting to go to Washington temporarily, Andrew Bonar Law, Government spokesman, said in the House of Commons on Aug. 13, in order to deal particularly with questions arising out of the peace settlement.

Mr. Bonar Law added that a permanent Ambassador to the United States would be appointed early next year.

The House, Mr. Bonar Law said, would share with the Government in appreciating the patriotic action of Viscount Grey, which, in the opinion of the Government, was of the highest value in its influence on relations between the two Governments and the British and American people.

Viscount Grey, it is learned, has not yet decided when he will go to Washington, although announcement of his plans is expected soon.

His poor eyesight, which has given him much trouble, caused him to consent to only a short term as Ambassador. A year ago it was heard he might become blind, but since then his eyes have improved, although he still does but little reading or writing.

Announcement that Lord Grey was to come to Washington was received with keen gratification by Secretary Lansing and other high American officials. There was regret, however, that Viscount Grey's service in Washington was to be only temporary, as it was felt that the successful treatment of the many important international subjects which will devolve upon the new Ambassador could be best assured only through a reasonably permanent tenure in office of the negotiations.

BURNING OF FRENCH FLAGS.

THE sinking of the interned German battleships at Scapa Flow on June 21, 1919, was almost contemporaneous with another event that increased the indignation felt by the Allied Powers.

A telegram came from Berlin on June

23 saying that the French flags captured by the Germans in 1870 had been burned in front of the statue of Frederick the Great in Unter den Linden. German officers and soldiers of the Guard Cavalry Division had entered the War Museum and taken out the flags, already packed to be delivered to the French under the terms of the treaty. A crowd carried them down Unter den Linden singing "Die Wacht am Rhein" and "Deutschland über Alles." They soaked the flags in gasoline and burned them, while thousands marched up and down the streets rejoicing. Among the banners destroyed was one captured from Napoleon I. in 1814. Peace Conference opinion, when the news reached Paris, was unanimous in condemning this act as a violation of Article 245 of the Peace Treaty, which stipulated that these flags should be returned to France.

Of the two acts of destruction, the burning of the flags hit France the harder, for the sentimental interest which she had attached to the return of these standards was extreme. An article in the *Revue Bleue* for May told eloquently what the restoration of the flags of 1870 would have meant for France.

Neither of these acts had been conceived or countenanced by the German Government. Neither President Ebert nor Premier Bauer expressed any satisfaction on hearing of the sinking of the German warships, their general attitude being that it simply meant more for Germany to pay in reparations; and the burning of the French flags was wholly a matter of irresponsible private initiative.

SUBWAY AND ELEVATED STRIKE.

ENORMOUS inconvenience was caused to the people of New York City and suburbs by the strike of Interborough transit employees inaugurated Aug. 17. The tieup of the elevated and subway systems was complete, and not a wheel moved until the strike was settled on the night of the 18th by granting the men 25 per cent. increase in wages and agreeing to submit their claims to arbitration.

In the crushes at the main traffic points throughout the city hundreds of persons were forced to abandon their efforts to reach the lower part of Manhattan Island so that they could work a few hours. Banks and other large institutions, employing hundreds of persons, reported that the journeys of many of the employees, particularly girls and women, had so exhausted them that they were not able to work.

Even with the regular and emergency bus lines, steamboat schedules, and all other means of transportation, it was estimated that not more than one-half of the usual north and south travel was carried during the day. Many factories operated with depleted forces and Superintendents declared that the efficiency of the workers who did reach their desks or machines was lowered by battling with the throngs or by standing up in long rides of more than an hour.

There was no street car on either the New York Railways or Third Avenue Railway lines during the rush hours, and even early in the afternoon, that did not have twenty or thirty men and boys clinging in bee fashion to every projection. Young lads who, despite the rain, saw in a subway strike a great adventure, climbed on top of the cars regardless of danger. The threats of policemen and the jeers of throngs failed to unnerve these little chaps, and only served to increase their joy in their pranks.

Employees of the street car companies made no effort to dislodge the men and boys who rode outside the cars. There was no room for them inside the doors, and the conductors and fare takers only winked at these passengers who were taking their own risk of accidents in the breaking of steel bars or platforms. These burdens on some cars was so heavy that the motors had difficulty in starting up, and it was necessary for the motorists to exhaust their supplies of sand on the slippery tracks.

PRINCE OF WALES IN HALIFAX.

THE heir apparent to the British throne after his visit to Newfoundland arrived in Halifax, N. S., on Aug. 17. He debarked from the battle cruiser *Renown* to be formally received by a guard of honor from the Royal Canadian Garrison Artillery.

The booming of guns in the citadel informed the city that the Prince had come ashore. As he stepped off the marble slab which marked the landing of the late King Edward VII., the royal standard was broken out from the landing stage masthead and he was greeted by Premier Murray, Lieutenant Governor Grant, officials of the city, and officers of the Italian and French warships.

The Prince, in his reply to addresses made in behalf of the Provincial and Halifax Governments, referred to "the modest part which I was able to play in the great war."

"I can assure you that I value no part of that experience so highly as the close contact into which it brought me with the splendid troops of all ranks sent by the dominions to France," he added.

In paying tribute to the services rendered by Nova Scotia, he recalled the part which the province had played in other historic struggles, asserting that "in the last five years the people of Nova Scotia have been called upon to play their part in a struggle of even greater magnitude in which the very existence of the British Empire was at stake." The Prince added that this service was "worthy of your past," and expressed his sympathy for the people of Halifax because of the loss of lives which followed the explosion of a munition ship in the city's harbor during the war.

The Prince called at the military hospitals and later inspected organizations of British veterans, the cadets and Boy Scouts, and presented fifty military medals, awarded for achievements in the world war.

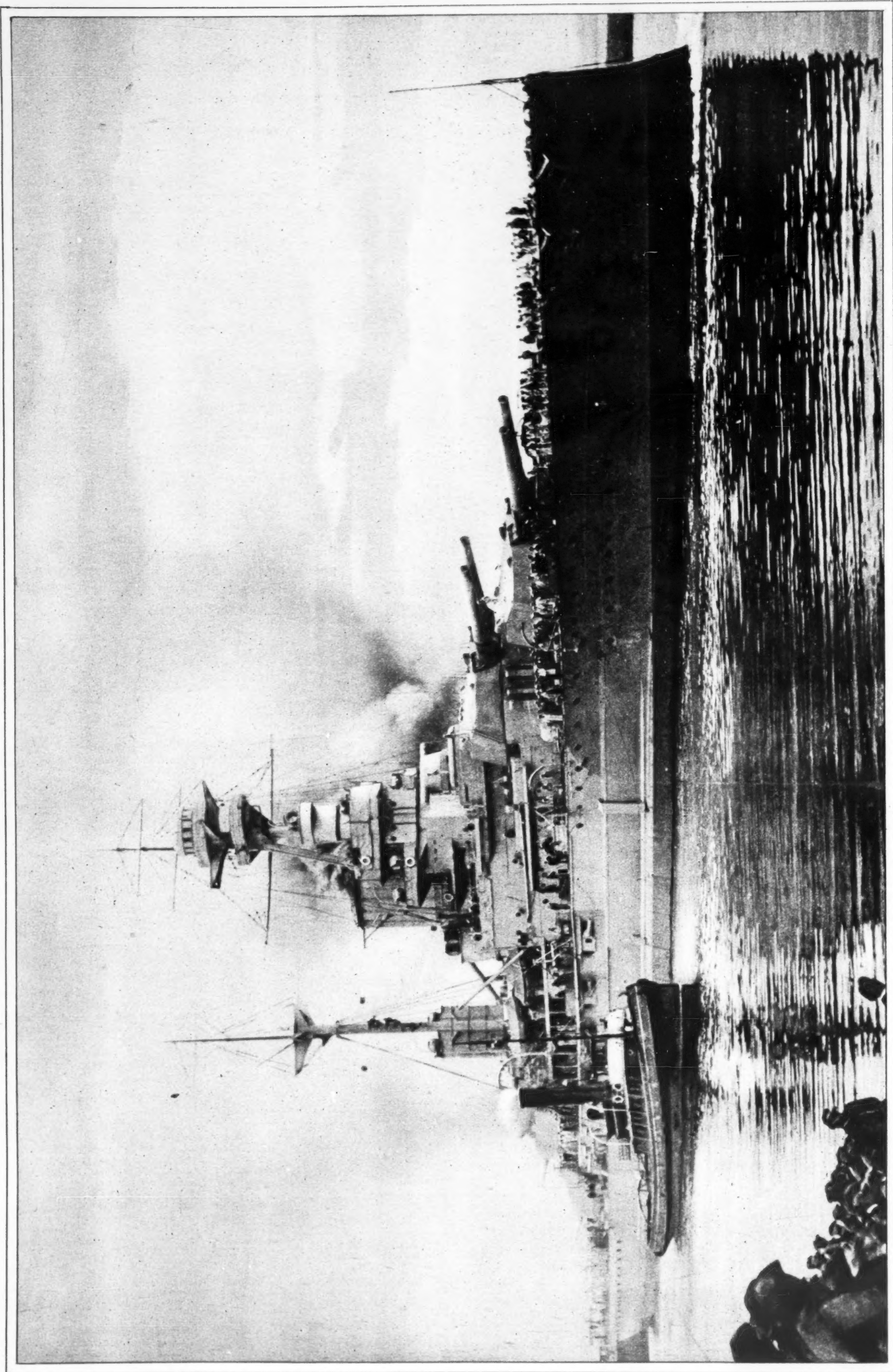
"ALL-AMERICAN PATH-FINDERS."

THE pathfinders' tour of an aero squadron, accompanied and supported by an automobile train, is a new departure under Government auspices. It will collect data for the Army Air Service, for the Air Mail Service of the Post Office Department, and will carry on a recruiting campaign for various arms of the service.

For the last two weeks the airplanes of the squadron have been carrying on practice flights between Pittsburgh and the Long Island fields, and the pilots have completed their aerial mapping and photography between the two points. The motor-truck train will leave the field early in the week, so that the entire unit may be able to go into its first demonstration camp at Columbus, Ohio, on Aug. 18.

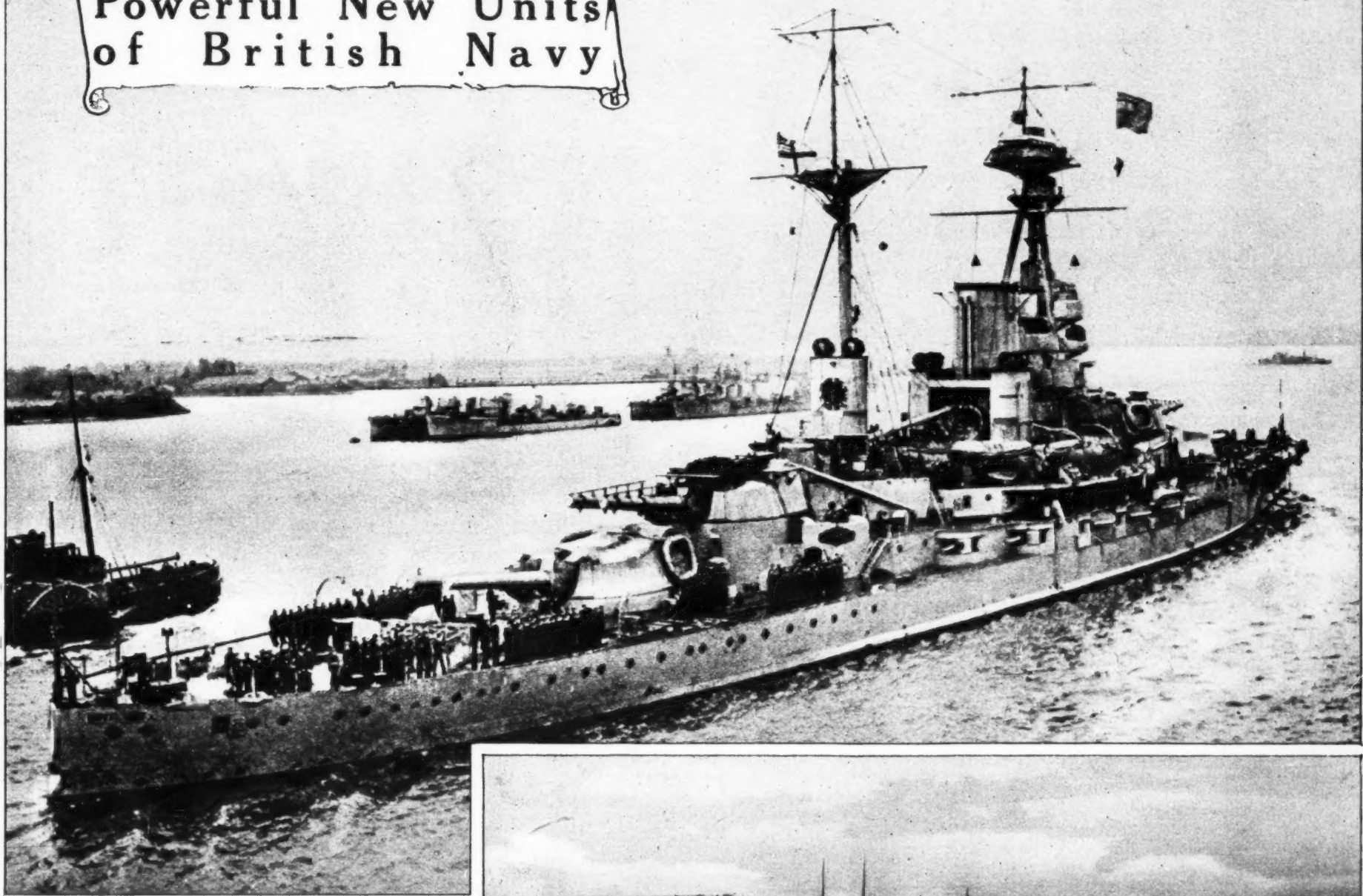
Instead of taking along a war-strength personnel of thirty officers and 250 men, all the units will be skeletonized and the strength of the entire squadron and its convoys will be about 22 officers and 80 enlisted men. The sections of the expedition are: Headquarters and Advance Section, Recruiting Section, Flying and Field Operations Section, Photographic Section, Balloon and Airship Section, Searchlight and Field Lighting Section, Motor Transport Section, Supply Section, and a detachment section to handle mail and provide personal comforts for the men. Major Baldinger will operate the unit as a mobile army post.

The Balloon Section will carry six propaganda balloons, an observation balloon, and a working model of a dirigible operated by electric power. The Searchlight Division will carry a war light with a diameter of sixty inches and capable of throwing a strong light about three miles. The strength of the light is about 300,000,000 candle power, and an airplane pilot is able to see it at night for a distance of 110 miles. A special mobile power plant will furnish electricity for this light and for the lighting system of the convoy.

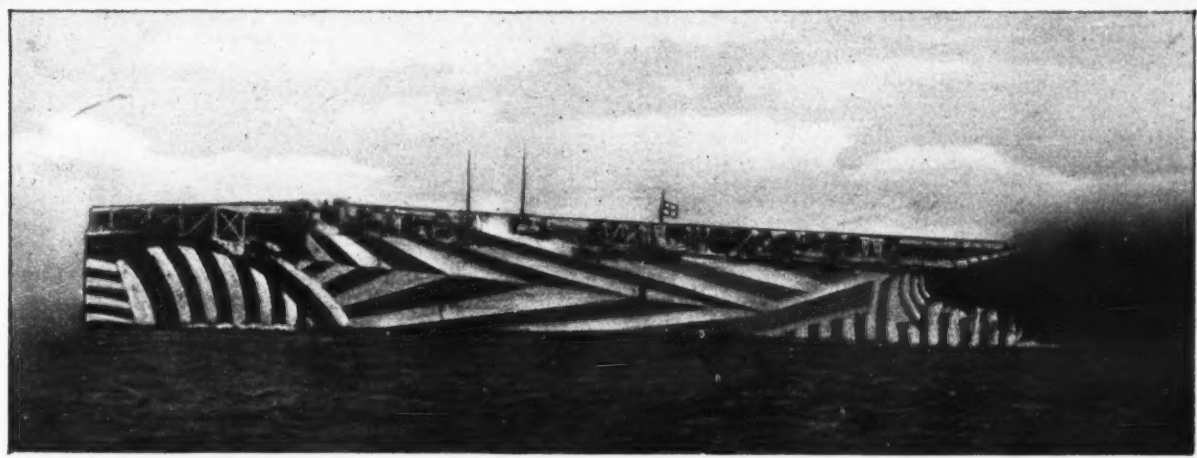


H. M. S. RAMILLIES, NEW BATTLESHIP, DISTINGUISHED BY SINGLE FUNNEL AND FUNNEL-SHAPED DIRECTING TOWER.

Powerful New Units of British Navy



The Royal Oak, showing girder construction for an airplane landing platform over upper pair of 15-inch guns and a "range clock" on the after directing tower. The ship was laid down in 1914 and completed in 1916.



THE FURIOUS, ONE OF THE "MYSTERY SHIPS" OF THE BRITISH NAVY, WITH THREE SOP- WITH AIRPLANES ON HER FORWARD FLIGHT DECK.

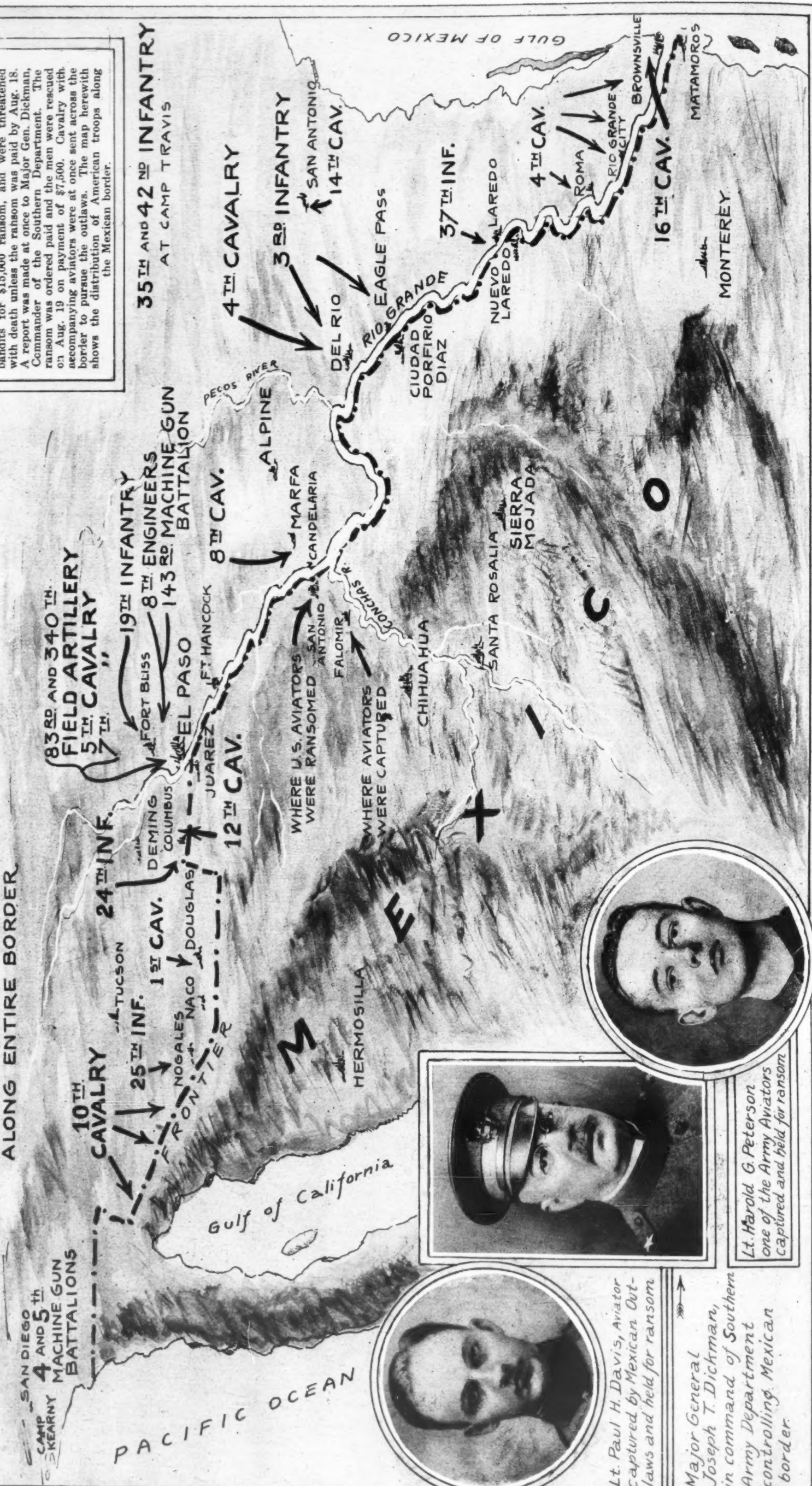
Bewildering camouflage is shown in this unique airplane carrier Argus, with her flat-topped hull, and with smoke from her horizontal funnels issuing at the stern. This style of camouflage is called "dazzle-painting."

THE British Navy has long been the most powerful in the world, and the part it played for the Allies in holding the seas was a powerful factor in winning the war against Germany. When the war began, the British fleet displaced almost twice as much water as the German fleet, and this would have seemed sufficient to assure predominance. But the British Admiralty at once set on foot plans for additional ships, and the work of building was carried on with great secrecy but with remarkable efficiency and celerity. When the armistice put an end to hostilities 2,000,000 tons of warships had been added to the roster of the British fleet, and there were on the stocks, in addition, vessels aggregating almost another half million tons, including four mammoth battle cruisers, twenty-one light cruisers, over a hundred light cruisers, and eighty submarines. It was decided not to proceed with work on those of the ships that had only recently been begun, but, even with these omitted, it was found that the war and the ingenuity that it had elicited had found expression in a number of remarkable types of vessels, such as are shown in the accompanying pictures, and which in any new conflict would make the British Navy more powerful than ever.

Mexican Situation Aggravated by Holding of Army Aviators for Ransom

THE troubled condition of affairs on the Mexican border was accentuated on Aug. 17, when letters were received at the American military headquarters at Marfa, Texas, from Lieutenant Paul H. Davis and Harold G. Peterson, American Army aviators, who had been missing for a week. The letters stated that the aviators were being held by bandits for \$15,000 ransom, and were threatened with death unless the ransom was paid by Aug. 18. A report was made at once to Major Gen. Dickman, Commander of the Southern Department. The ransom was ordered paid and the men were rescued on Aug. 19 on payment of \$7,500. Cavalry with accompanying aviators were at once sent across the border to pursue the outlaws. The map herewith shows the distribution of American troops along the Mexican border.

AERO SQUADRONS ALONG ENTIRE BORDER



Lt. Paul H. Davis, Aviator captured by Mexican Outlaws and held for ransom



Major General Joseph T. Dickman, in command of Southern Army Department controlling Mexican border.



Lt. Harold G. Peterson one of the Army Aviators captured and held for ransom

Subway and Elevated Strike in New York City



SOME unusual features characterized the strike of subway and elevated railroad employes for a 50 per cent. increase in pay that began Aug. 17. One was the total absence of violence on the part of the strikers. Another was the failure of the company to turn a single wheel while the strike lasted. Immense inconvenience and loss were suffered by the citizens through the strike, which ended after two days, the men being granted half the increase asked.

Trucks of all kinds were called into service to transport citizens to and from work, and were crowded to repletion.

(© International Film Service.)

The surface cars continued to operate, and the picture shows how fully these were utilized.

(© N. Y. Herald Co.)



THE DIFFICULTIES INCIDENT TO THE STRIKE WERE FURTHER AGGRAVATED BY HEAVY RAINS. THE SURFACE CARS COULD HAVE HAD TEN TIMES AS MANY PASSENGERS AS THEY ACTUALLY CARRIED.

(© International Film Service.)

Ex-Kaiser's Horses and Carriages Sold At Auction



HORSE FORMERLY THE PROPERTY OF WILHELM II. BEING EXHIBITED TO A THRONG OF POTENTIAL BUYERS PREPARATORY TO BEING SOLD BY AUCTION TO THE HIGHEST BIDDER.

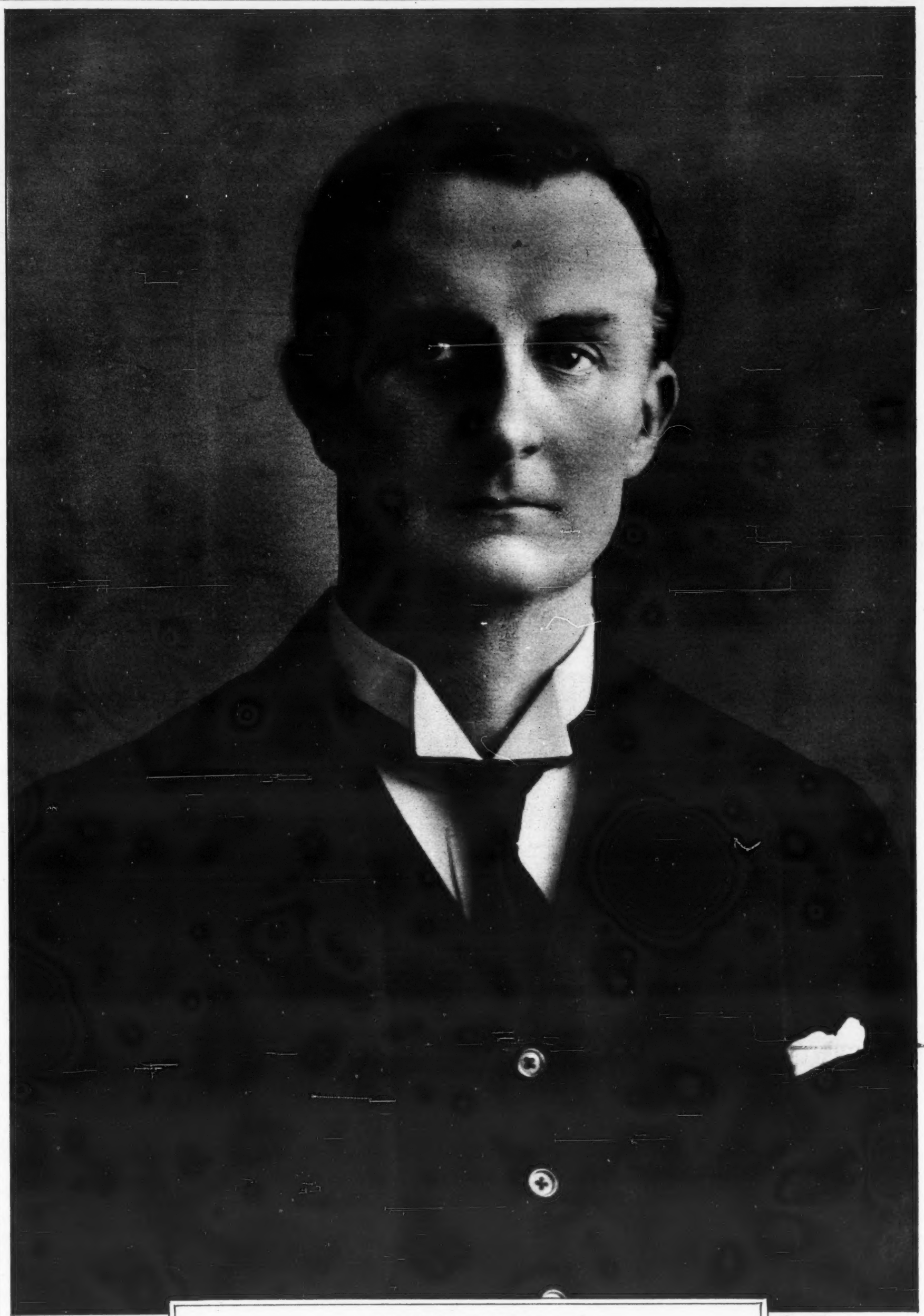
(Photos © Press Illustrating Service.)



IMPERIAL EQUIPAGES THAT BROUGHT GOOD PRICES WHEN SOLD AT PUBLIC AUCTION IN BERLIN.

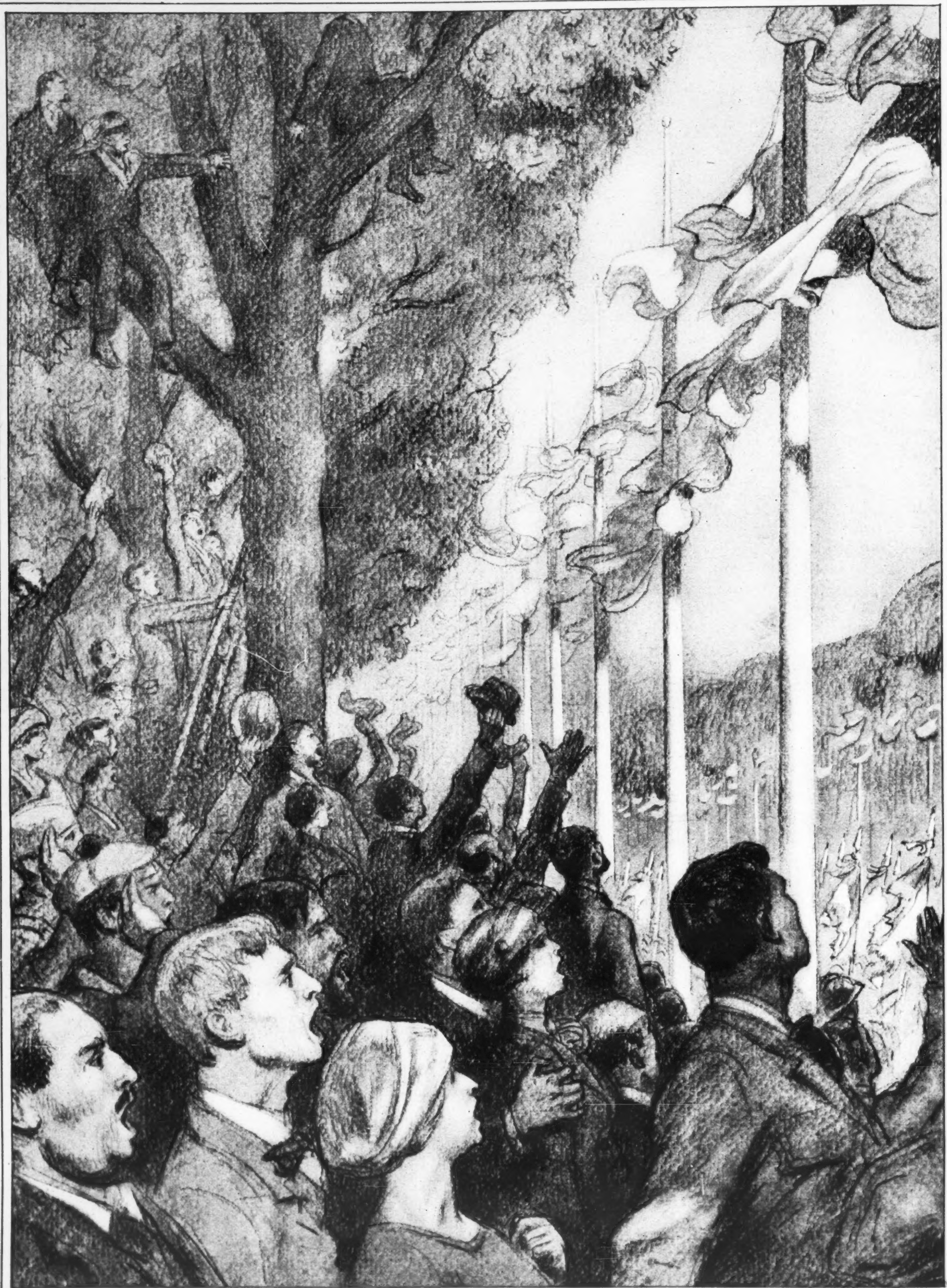
When the former German Emperor was at the height of his power he maintained extensive stables. He was fond of riding on horseback, as was also the Crown Prince, and the stables contained the choicest examples of blooded stock. He had an immense breeding farm at Gumbinnen in East Prussia, and his chagrin was great when this was captured in the Russian invasion that swept over

East Prussia in the early days of the war. At a public auction recently held in Berlin the horses and equipages of the ex-Kaiser were disposed of at good prices. The carriages ranged from the gold-ornamented state carriages used on ceremonial occasions to the landaus and phaetons in common use and were purchased as much for mementos as for actual use.



VISCOUNT GREY,

NEW AMBASSADOR FROM GREAT BRITAIN TO THE UNITED STATES. HIS APPOINTMENT WAS ANNOUNCED BY ANDREW BONAR LAW IN THE HOUSE OF COMMONS AUG. 13. FOR ELEVEN YEARS HE WAS THE BRITISH SECRETARY OF FOREIGN AFFAIRS.



FRENCH THROGS SINGING THE "MARSEILLAISE" AS THEIR FLAGS WENT BY.
 The great parade in Paris on Bastille Day, July 14, 1919, was participated in by troops of all the allied nations, and all received a generous meed of applause. But, as was natural, the enthusiasm reached its climax when the French went by, carrying the flags that had won glory on so many hard-fought fields. First came tumultuous applause, and then with one accord the crowds burst into singing the "Marseillaise." Old and young men and women joined in the glorious strains that rose in a perfect passion of emotion above the fanfare of trumpets and the salvos of cannon.

(From drawing by Georges Leveau in L'Illustration.)

Leading Allied Statesmen Signing Peace Treaty



PRESIDENT WILSON, ON JUNE 28, 1919, PUTTING HIS SIGNATURE TO THE PEACE TREATY. THE GERMAN ENVOYS SIGNED FIRST AND THE PRESIDENT WAS THE FIRST OF THE ALLIED STATESMEN TO SIGN.



PREMIER CLEMENCEAU SIGNED THE TREATY WHILE STANDING. IMMEDIATELY BEHIND HIM ARE PICHON, KLOTZ, AND TARDIEU, OTHER FRENCH DELEGATES, WAITING THEIR TURN TO SIGN.

(Photos © L'Illustration.)

Signing of the Document That Ended the Greatest



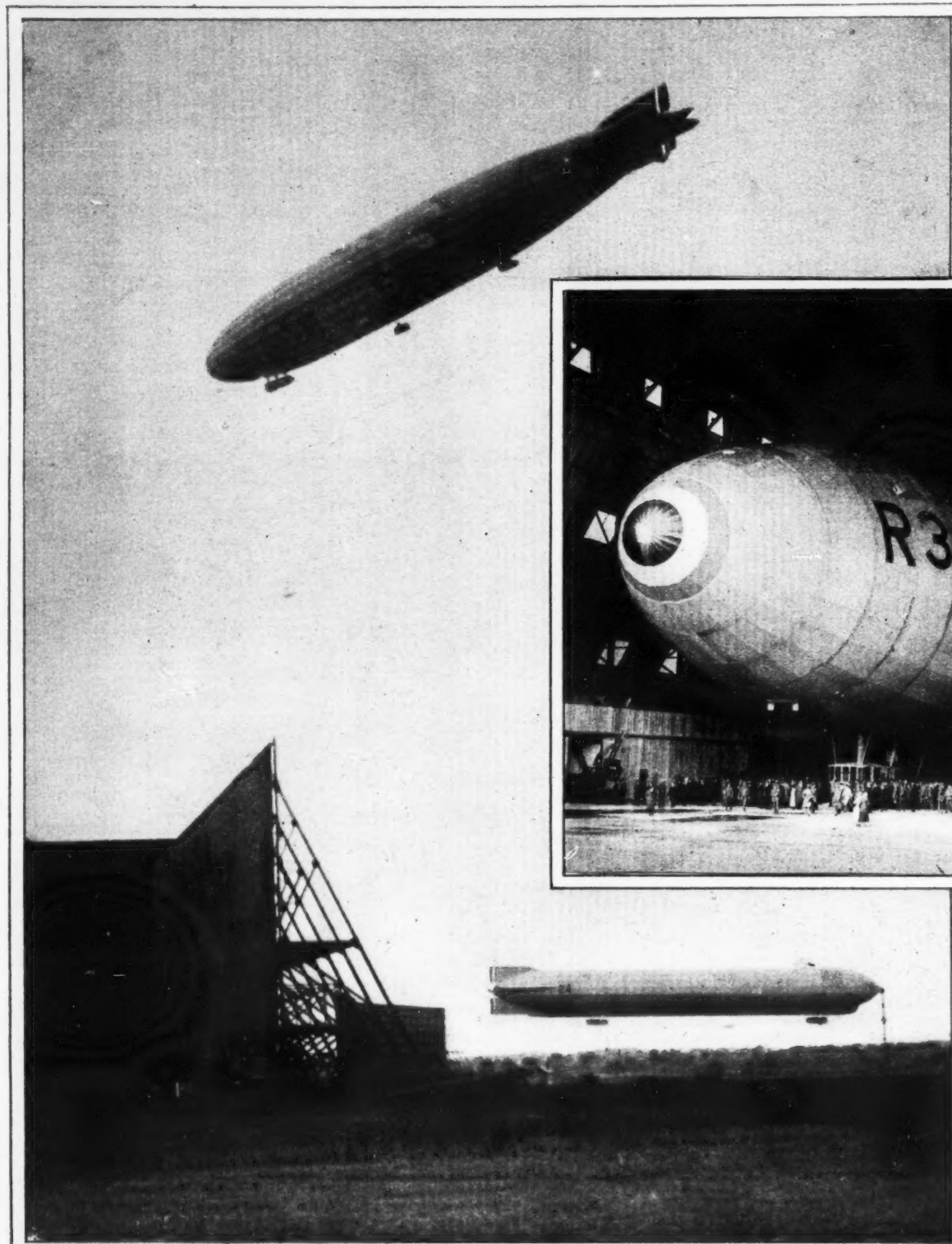
PRESIDENT CLEMENCEAU OF THE PEACE CONGRESS STANDING
DECLARING THE SESSION OPEN AND INVITING THE GERMAN DE
HELD IN THE HALL OF MIRRORS AT VERSAILLES, WHERE, IN
EMPEROR. THE TREATY IS LYING ON TABLE IN

greatest War in the History of the World, June 28, 1919



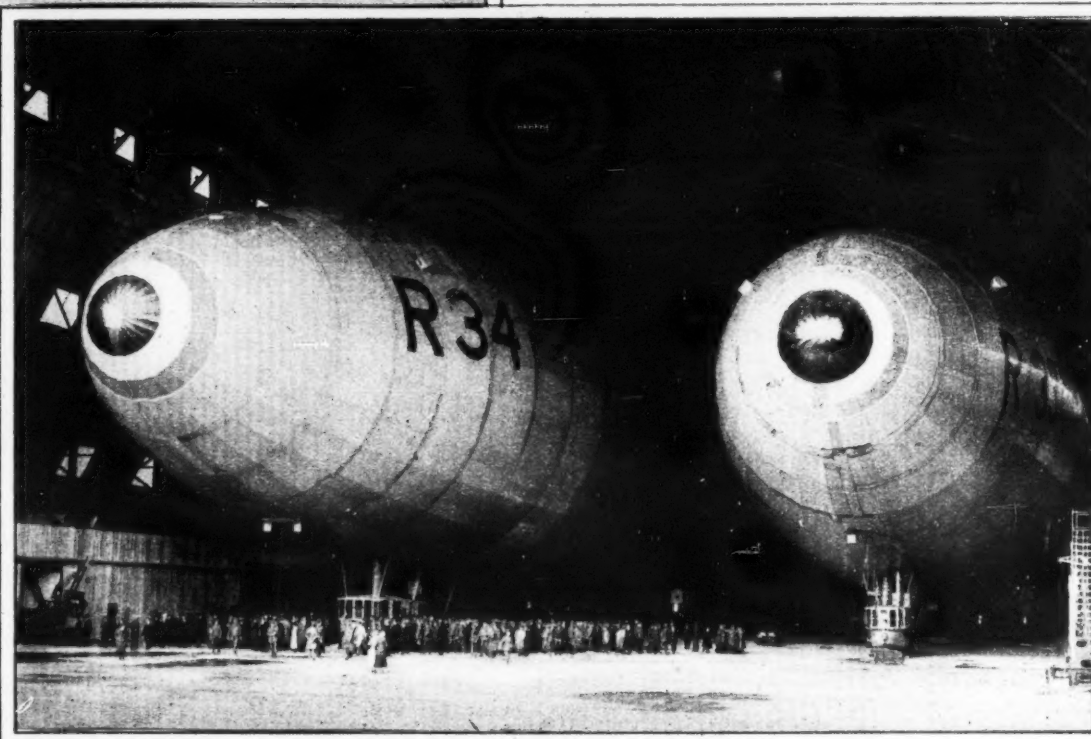
STANDING BETWEEN PRESIDENT WILSON AND PREMIER LLOYD GEORGE, GERMAN DELEGATES TO SIGN THE PEACE TREATY. THE CEREMONY WAS HERE, IN JANUARY, 1871, WILHELM I. HAD BEEN PROCLAIMED GERMAN IN TABLE IN FOREGROUND. (Drawing by Georges Scott in L'Illustration.)

Housing and Mooring of British Giant Airships

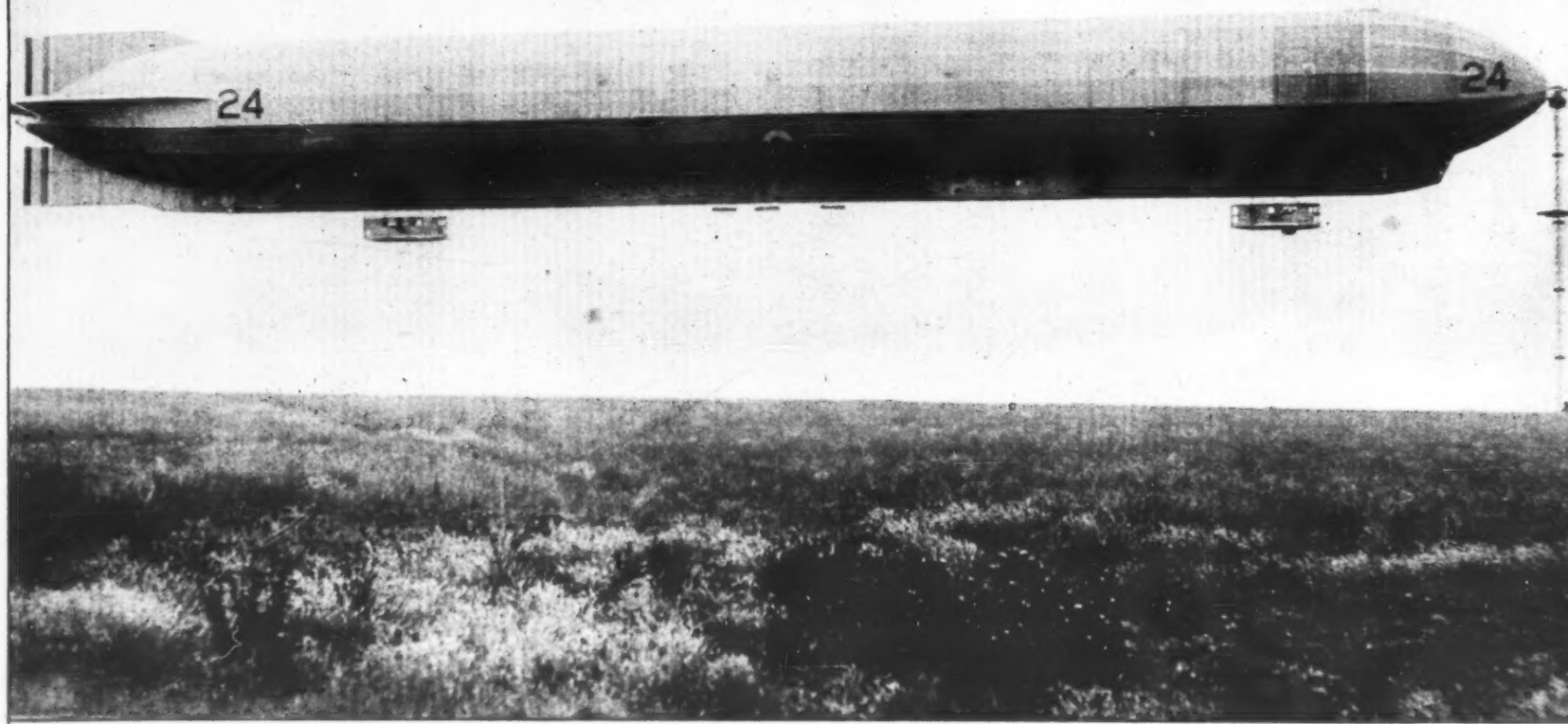


At left — Monster British airship, R-34, hovering over its shed at Pulham, England, July 13, 1919. The moored airship below is the R-24, a smaller type. (© Underwood & Underwood.)

Below — The R-34 safely housed in its shed at Pulham after its return from transatlantic flight. Lying beside her is her sister airship, the R-33. (© Keystone View Co.)



DURING the stay of the R-34 at Mineola Field, Long Island, it will be remembered that great difficulty was experienced in holding it in leash. The great ship offered such a surface to the wind that the moorings that had been provided proved insufficient, and hundreds of men were detailed to hold the airship down. To obviate this trouble, anchor masts as shown in the pictures have been used in England, and so far have been successful. They permit the ship to yield with the wind and thus avoid excessive pressure on the envelope. The Germans used a movable platform for their Zeppelins so that they could enter or leave their hangars with the wind, but the anchor mast seems to have best solved the problem of caring for the dirigibles when not in service.



ANCHOR MAST WITH DIRIGIBLE ATTACHED, WHICH METHOD OF MOORING THE GIANT AIRSHIPS HAS RECENTLY BEEN TRIED IN ENGLAND AND FOUND TO HAVE MARKED ADVANTAGES OVER THE HANGAR PREVIOUSLY USED.

(© Central News Photo Service.)

Heir Apparent To British Throne On Canadian Soil



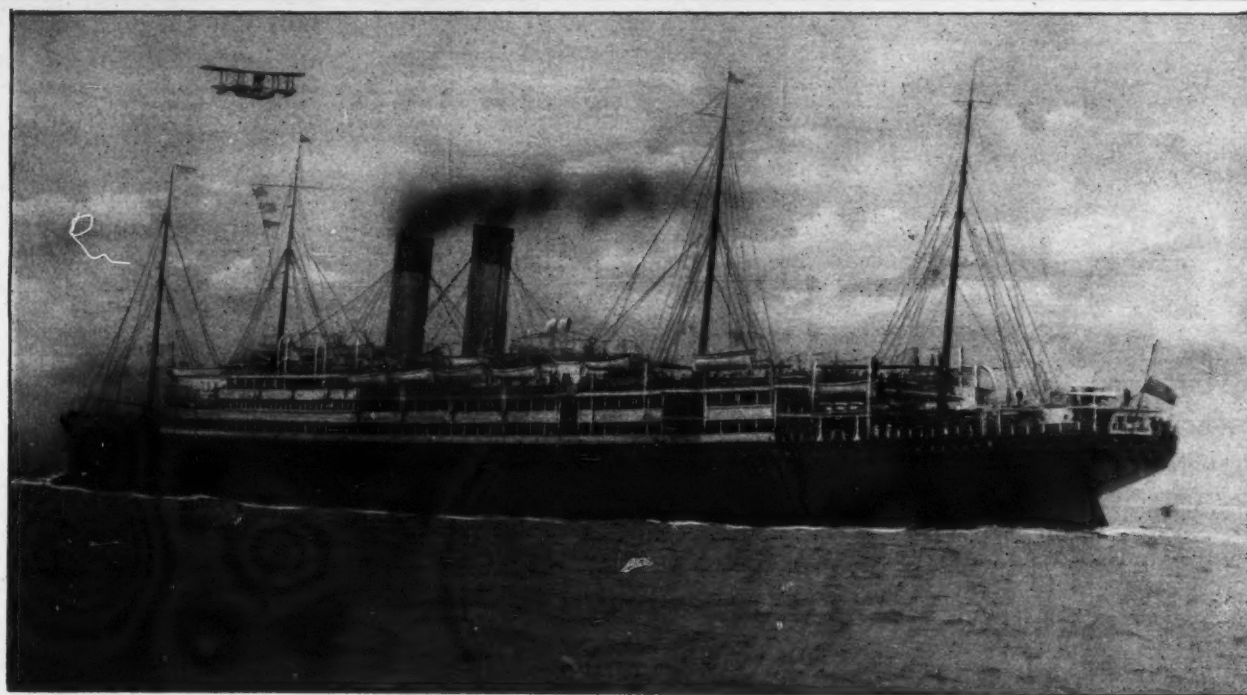
EDWARD ALBERT, PRINCE OF WALES, who recently landed in Canada on a visit to this continent that is to include the United States.

Prince of Wales inspecting returned members of the 26th New Brunswick Battalion, all veterans of the great war, at the barracks, St. John, New Brunswick. After the inspection he presented the battalion with a set of colors. (© International Film Service.)



GIRLS OF ST. JOHN, NEW BRUNSWICK, REPRESENTING THE NORTH AMERICAN PROVINCES OF GREAT BRITAIN'S COLONIAL POSSESSIONS, IN READINESS TO GREET THE PRINCE OF WALES. (© International Film Service.)

Flashlights



(Above.) An exciting ocean race of six submarine chasers from Bermuda to New York was won by the SC-131 on Aug. 19, in 2 days 9 hours and 20 minutes. The SC-217 and the SC-351 finished second and third, respectively, arriving within an hour after the winner. The little fleet is here seen coming up the Hudson.

(At left.) The increasing efficiency of the air mail service is illustrated by this picture of a recent occurrence when an aviator left New York after the Adriatic had sailed and at Sandy Hook dropped his mail bag to the ship. The bag was buoyant and waterproof, so that no harm would have resulted had it dropped into the sea.

(© Wide World Photo Service.)

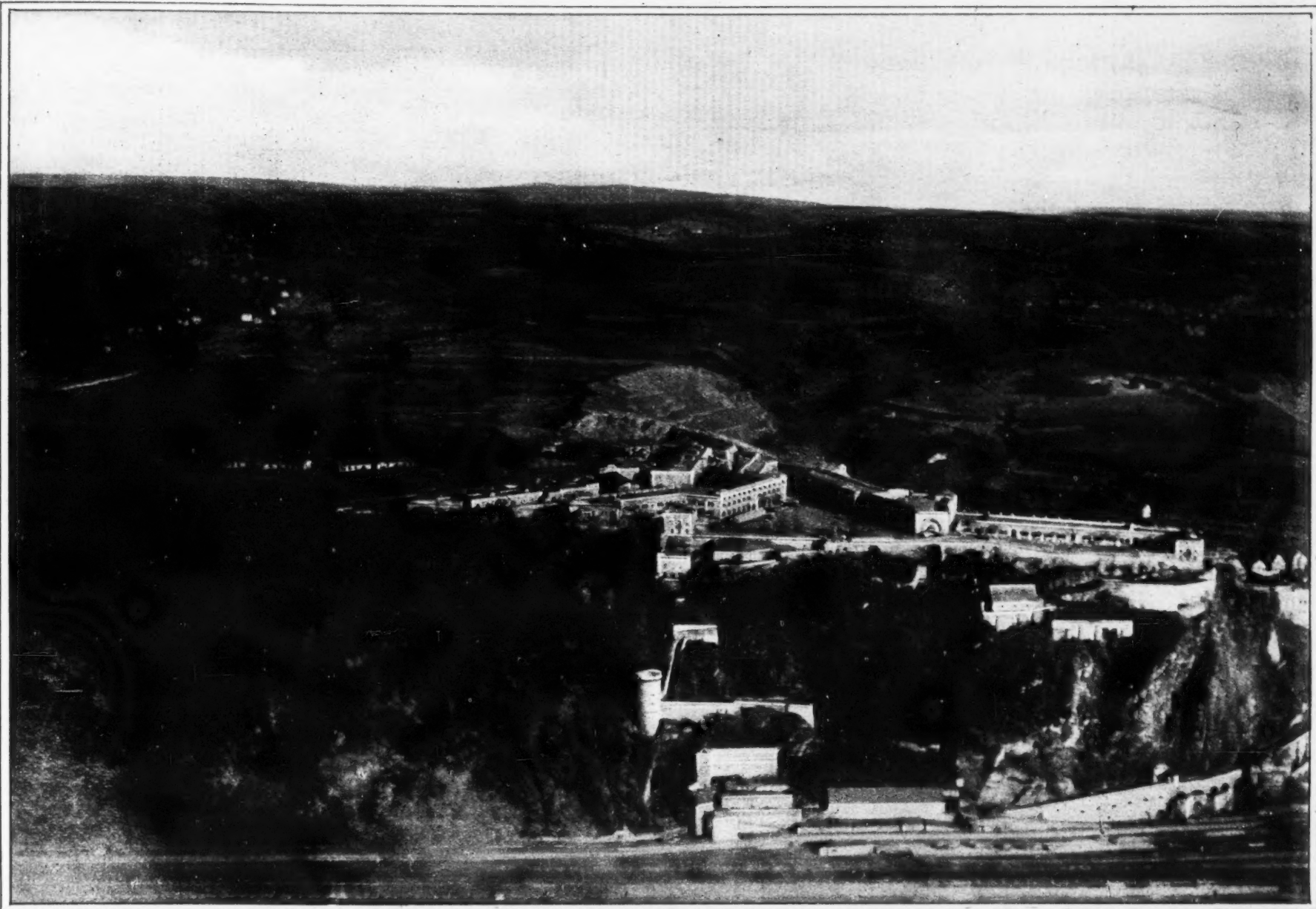
EPISODE IN THE ACTOR'S STRIKE NOW IN FULL SWING IN NEW YORK CITY.



STRIKING ACTORS, WHO WERE FORMERLY ARMY AND NAVY MEN IN ACTIVE SERVICE OVERSEAS, MARCHING IN THE RAIN PAST COLUMBUS CIRCLE, IN THE GREAT PARADE HELD AUG. 18, 1919.

(© Underwood & Underwood.)

German Fortress and Castle Viewed From Airplane

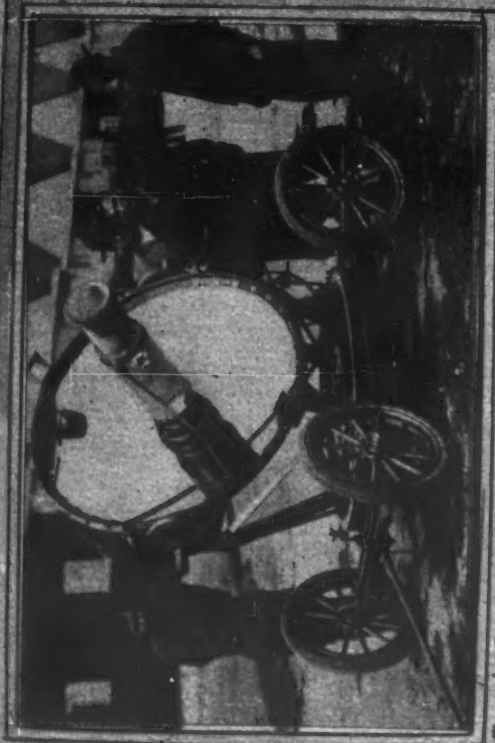


FROWNING FORTRESS OF EHRENBREITSTEIN, OPPOSITE COBLENZ ON THE RHINE, NOW OCCUPIED BY TROOPS OF THE AMERICAN ARMY OF OCCUPATION, WITH STARS AND STRIPES FLOATING ABOVE IT.



CASTLE OF MARKSBURG, ABOVE BRANBACH, PERCHED HIGH UP ON A MOUNTAIN CLIFF. ONE CAN DESCRY THE WINDING PATH LEADING TO THE CASTLE AND THE HOUSES OF THE VILLAGE CLUSTERED BENEATH.

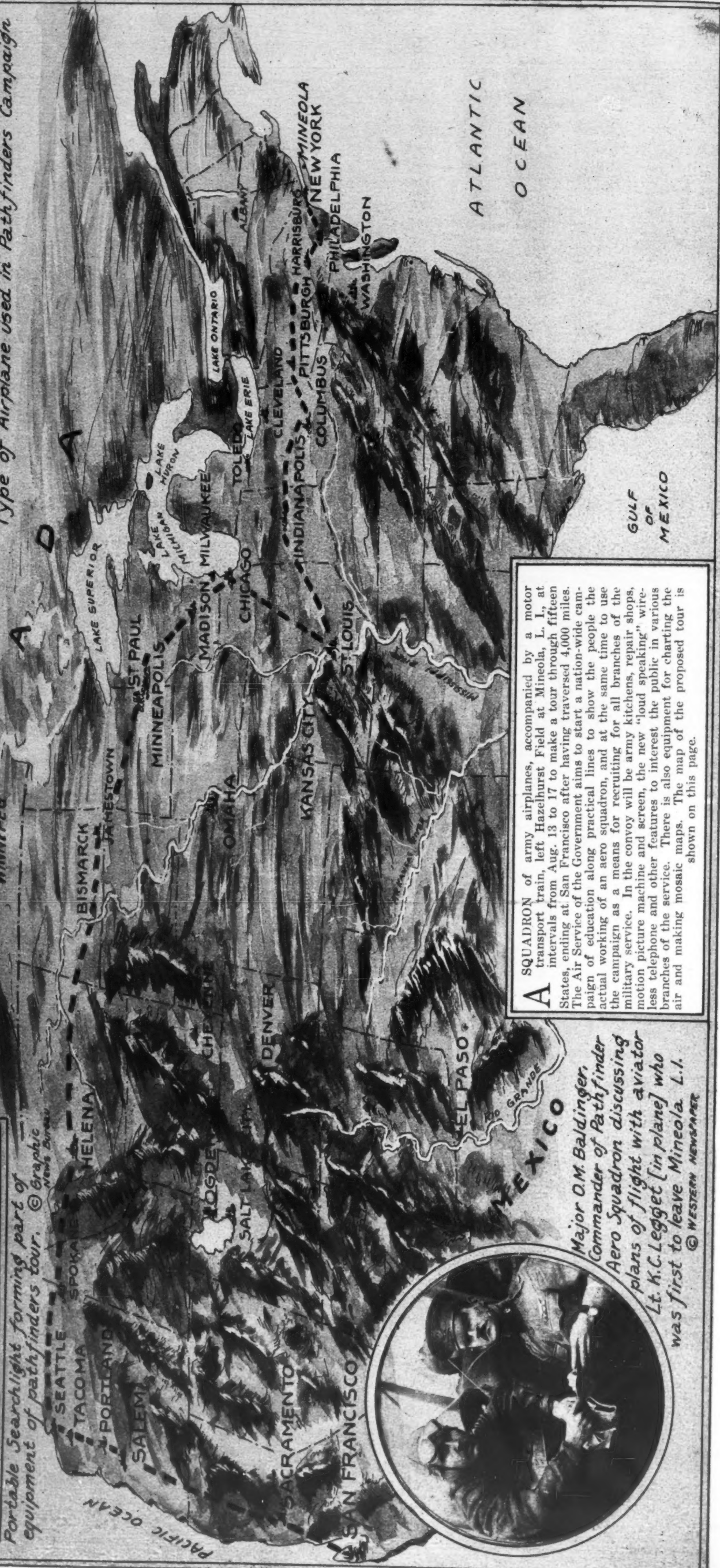
Tour of the "All-American Pathfinders" Across the American Continent



Portable Searchlight forming part of equipment of pathfinders tour. © Graphic Arts Bureau



Type of Airplane used in Pathfinders Campaign



A SQUADRON of army airplanes, accompanied by a motor transport train, left Hazelhurst Field at Mineola, L. I., at intervals from Aug. 13 to 17 to make a tour through fifteen States, ending at San Francisco after having traversed 4,000 miles. The Air Service of the Government aims to start a nation-wide campaign of education along practical lines to show the people the actual working of an aero squadron, and at the same time to use the campaign as a means for recruiting for all branches of the military service. In the convoy will be army kitchens, repair shops, motion picture machine and screen, the new "loud speaking" wireless telephone and other features to interest the public in various branches of the service. There is also equipment for charting the air and making mosaic maps. The map of the proposed tour is shown on this page.



Major O.M. Baldinger,
Commander of Pathfinder
Aero Squadron discussing
plans of flight with aviator
Lt. K.C. Leggett [in plane] who
was first to leave Mineola, L.I.
© WESTERN NEWSPAPER

Outburst of German Resentment Against Treaty



BURNING OF FRENCH FLAGS IN BERLIN BY GERMAN OFFICERS AND SOLDIERS JUNE 23, 1919.
A provision of the Peace Treaty was that the French flags captured by the Germans in the Franco-Prussian war should be restored to France. Five days before the treaty was signed, the flags were taken from the Berlin War Museum and burned before the statue of Frederick the Great. The act elicited a sharp letter from Premier Clemenceau, as spokesman for the Peace Conference.

(Drawing from German paper.)

Geneva, Switzerland, Seat of the League of Nations

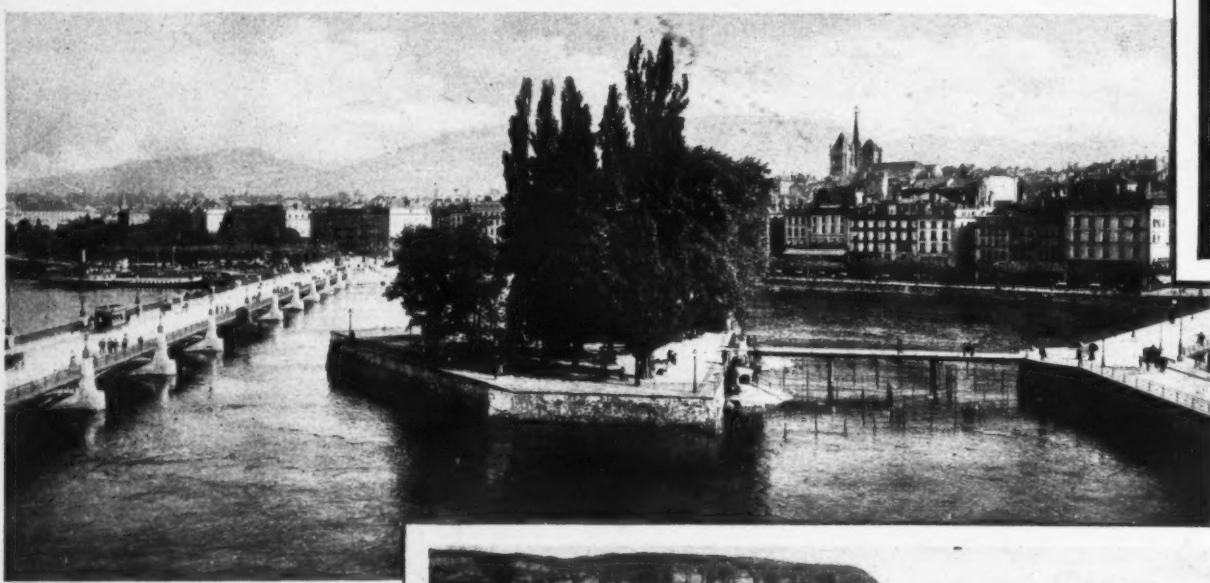


Chateau that has been proposed as headquarters of the League Secretary and his staff.

AFTER the League of Nations was adopted by the Peace Conference at Paris as part of the treaty, a spirited contest arose between cities that aspired to become the headquarters of the League. Versailles, France, Brussels, Belgium, and Geneva, Switzerland, presented their claims, and the latter city was finally chosen, chiefly through the influence of President Wilson. The Geneva site lies about eight miles outside the city between the Villages of Genthod and Versoix, and between the north bank of the lake and the French frontier. It includes the chateau of M. de Saussure, dating from 1723, and that of M. de Pourtales, built in 1750. Another large house is called the Chateau Rouge, and there are lesser buildings. With five or six square miles of grounds, the lakeside is eminently suitable for the establishment of aviation and wireless stations for prompt communication with the various members of the League.

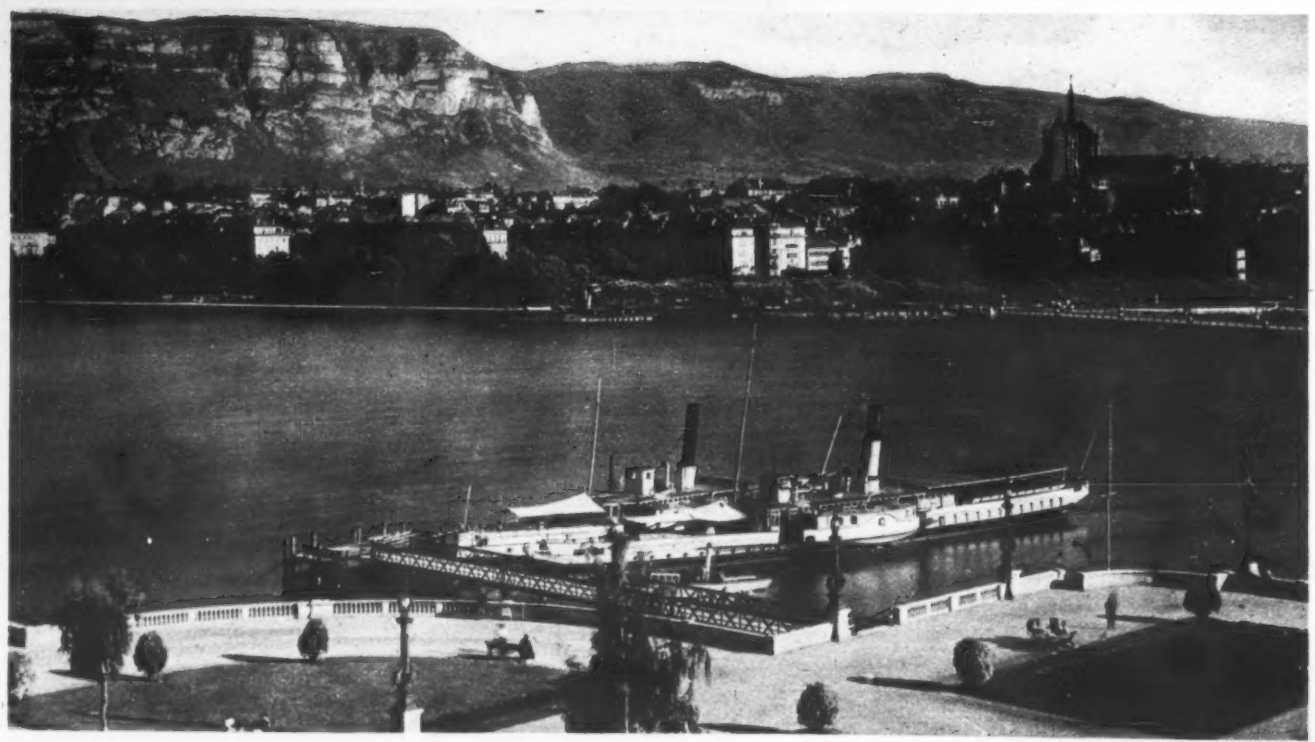


SIR JAMES ERIC DRUMMOND, nominated by President Wilson to be first Secretary General of the League of Nations. Since 1910 he has been Private Secretary to Arthur J. Balfour, British Minister of Foreign Affairs.



General view of Geneva, one of the most central cities of Europe, chosen by the Peace Conference to be the site of the League of Nations. "Rousseau's Island" is in the foreground, and Mont Blanc is seen towering in the distance.

The City of Geneva is divided into two parts by the River Rhone, which pours out from the Lake of Geneva. It is a cosmopolitan city, and because of the neutrality of Switzerland, which has been jealously guarded, the city has become the sanctuary of exiles from almost every country and city of the Continent of Europe.



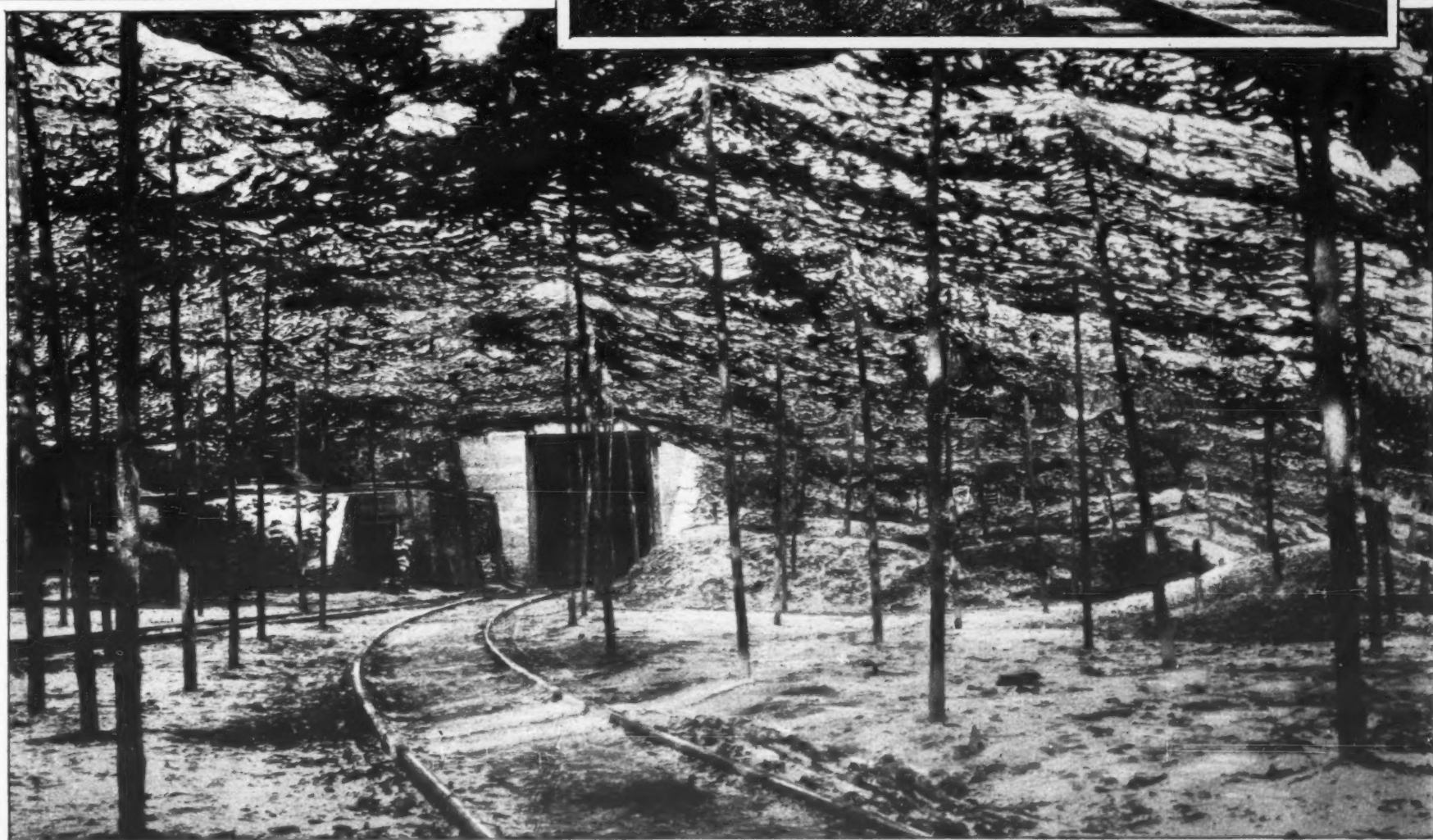
Cleverly Concealed Railroad In Argonne Forest



VIEW FROM THE OUTSIDE OF CONCEALED RAILROAD IN THE ARGONNE, SHOWING THROUGH THE BIG OPEN GATE THE TRACKS IN THE YARD.

WHEN the Americans drove through the Argonne Forest the Germans had no time to destroy some really remarkable constructions that they had built. Among these feats of engineering was a concealed railroad terminal so cunningly camouflaged that one could approach within a very short distance of what appeared to be dense undergrowth before he was aware of the terminal's proximity. The pictures show this much more clearly than any description. The entrance to the yards was a big sheet-iron door, partly painted and partly covered with leaves and shrubs to conceal its nature from the prying eyes of allied aviators.

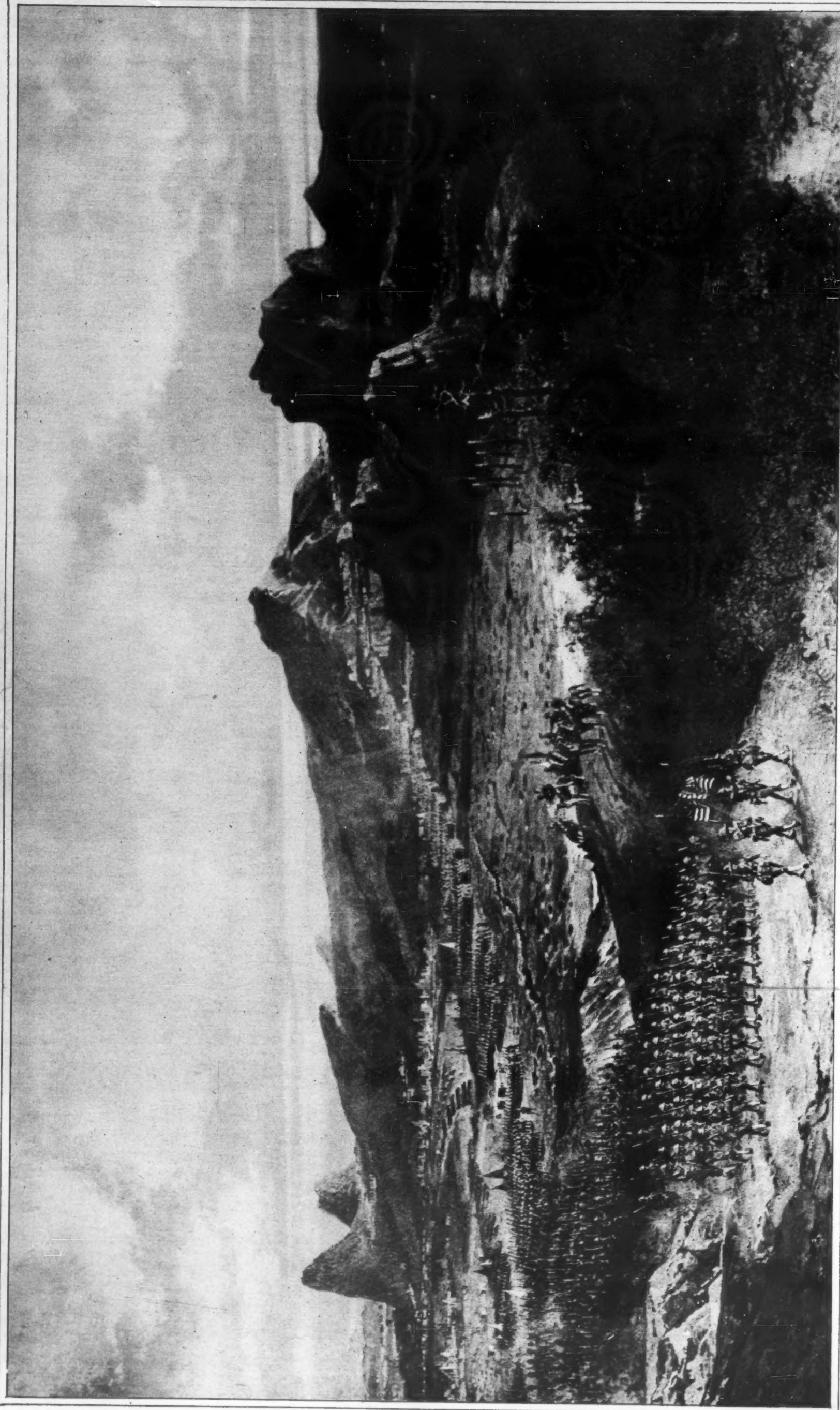
ONE OF THE LINES NEAR THE APPROACH TO THE YARD RUNNING UNDER A CANOPY OF CAMOUFLAGE DESIGNED TO DECEIVE HOSTILE AVIATORS.



INSIDE THE YARDS, SHOWING HIDDEN PLACES IN WHICH THE CREWS WERE SHELTERED AS WELL AS VALUABLE STORES AND RAILROAD MATERIAL, THUS MADE SAFE FROM POSSIBLE BOMBARDMENT.

(Photos © Press Illustrating Service.)

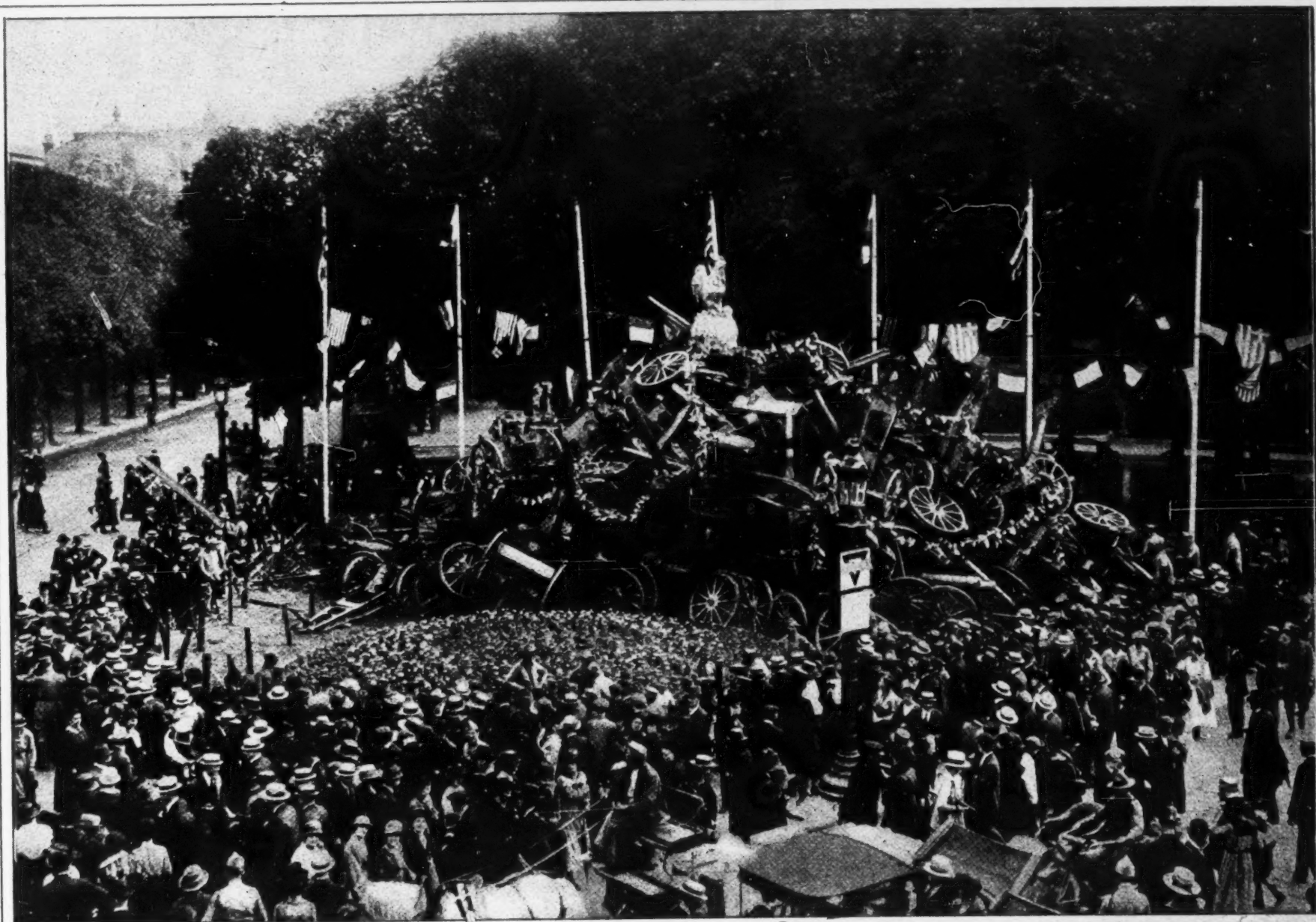
Unique Conception of "The Downfall of Militarism" by an American Artist



This photograph of an extraordinary painting by George MacEvoy, the well-known American artist, represents the victorious allied armies returning home over the hills of Europe. Examination of the picture will show that the hills in the background over which the hosts are tramping represent the prostrate figure of the German ex-Emperor, Wilhelm II.

(Underwood & Underwood.)

Sidelights on the French Peace Celebrations



On the eve of the Bastille Day celebration in Paris, July 14, 1919, a vast number of artillery weapons and carriages captured from the Germans were gathered at a point on the Champs Elysees and decorated with garlands betokening victory, while at the top was perched a rooster, the national emblem of France. It was a spectacle which drew large crowds.



The Town of Courchelettes has named its streets anew after its own citizens who fell in the war. Beneath is the caption: "Courchelettes does not forget."



General Manoury, "the Victor of the Ourcq," blinded during the war, being led to his car by General Alby. General Manoury was one of the ablest of the French Generals, and played a masterly part in the great counteroffensive of July, 1918, when he drove the enemy beyond the Ourcq. He was accorded a great ovation wherever he appeared on Bastille Day.

(Photos © L'Illustration.)

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they will appreciate
more than to bring
them to the RIALTO
and RIVOLI Theatres.

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Director

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